

The Laborde Co

1044 Main St.—Opp. Howland's—Next to Lane's

The End of the Consolidation Sale Is In Sight

Still some Remarkable Values, if you'll only Act Quickly. It is The Chance of the moment to save Largely and Safely. Anticipate the future! With values Such as These, it pays.

Silk Coats—Lingerie Dresses—Waists—all must find new owners at once—the selling time is short—but the Short Prices ought to do the trick. Stop in.

SCHOOL BOOKS AND SUPPLIES

Next week the schools will open. You will find all of the books and supplies needed at
JACKSON'S BOOK SHOP, 986-988 MAIN STREET

MEN WHO DRUGGED HENRY LEE HELD

Horse and Wagon Is Found and Returned to Owner

It is thought that the three men who were implicated in the drugging of Henry Lee, the farm hand of M. C. Doud, of Milford, and the theft of a pair of horses and wagon Saturday morning, have been arrested in New Haven. They were charged with varying degrees of conspiracy. It was not known that they were implicated in the Milford affair but the information leaked out that they had driven part of the way in a wagon. They gave their names as Herbert Biehl, Albert Gaynor and James Bergan. While driving from Bridgeport to the Doud farm Saturday morning, the horses were drugged. The last thing he remembers is that he gave the horses a drink at the watering trough in Stratford. He remembers nothing more after that except that he awoke on the side of a road with the team nowhere to be seen. He walked to the Doud farm and told his employer what had happened. He had been drugged.

A search was made for trace of the horses and wagon and they were found between Easton and Putney. Mr. Doud had not learned of the arrest of the three men this afternoon.

DIED.
COOK.—Suddenly at Hamilton, Ontario, Mrs. Helen M. Cook, widow of James H. Cook, formerly of Brookfield, N. Y., and sister of Daniel E. and Francis W. Marsh, of this city, and Mrs. John S. Turrill of New Milford. Her brother leaves to bring her remains.

ANTON.—In this city, Sept. 5, 1909, Henry Stanton, at his late residence, 70 Shelton street.

Funeral services from his late residence, Thursday, Sept. 9, at 2:30 p. m.

Interment at Lakeview cemetery, Putney. In this city, Sept. 7, 1909, Joseph Fay.

Friends are invited to attend the funeral from his late residence, No. 15 West avenue, on Friday, Sept. 10, at 8:30 a. m., and from Sacred Heart church at 9 a. m.

Interment at St. Michael's cemetery. 18 b.

MONUMENTS.
ARTISTIC—LASTING.
Plant operated by pneumatic cutting and polishing tools.

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200 STRATFORD AVENUE.
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HAWKINS
FLORIST
STRATFIELD HOTEL BLDG
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JUST ARRIVED
CHINESE
SACRED
LILLIES
3 for 35c

JOHN RECK & SON
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THE MOHICAN COMPANY

THURSDAY SPECIALS
Genuine Blue Fish 1b 9c
Fancy Yellow Fins 1b 7c
Sliced Chicken Halibut 1b 10c
Best Steak Cod 1b 8c
BEST CUTS 1b 11c
ROUND STEAK 1b 27c
FANCY ELGIN
TABLE BUTTER

PEARY'S CREW AND STOUT SHIP THAT TOOK HIM TO THE ARCTICS



MAURICE F. EGAN

Maurice F. Egan, United States Minister to Denmark, was the first representative of this government to welcome Dr. Cook when he returned from his polar journey. Mr. Egan met the Hans Egede at sea and had planned to take Dr. Cook aboard his yacht, but in deference to the enthusiastic Danes he changed his plans and allowed the explorer to continue his journey to Copenhagen under the Danish flag. Mr. Egan also was the first American official to inspect the records which Cook brought back with him and had no hesitancy in pronouncing them genuine.

BLERIOT DASHES AGAINST A TREE

Monoplane Propeller Breaks With Aviator Flying at Height of 30 Feet

REGRET FOR LEFEBVRE

Brescia, Italy, Sept. 8.—Louis Bleriot's monoplane dashed against a tree while flying at a height of 30 feet today. The propeller was broken and Bleriot effected a landing with difficulty. Bleriot was uninjured.

The accident occurred while Bleriot was making a flight in the first of the aviation week contests. The aeronauts who are gathered here for the contest sent a message of condolence today to the family of Eugene Lefebvre, the aviator who was killed while testing a new Wright machine at Juvisy-sur-Orge yesterday.

Lefebvre had endeavored himself to most of the aviators by his conduct at the Rheims meeting and genuine regret at his death was expressed by all, including Glenn H. Curtiss, who is here to try to duplicate his achievement in winning the Coupe Internationale.

Lefebvre's death was the first in the history of French aeroplane flights. The cause has not yet been established. Lefebvre was a resident of Paris and was acting as a pilot for the Wright machine in France.

The program for the contests will begin here this afternoon. A great crowd is present.

RELICS OF POLAR DASH EXHIBITED BY W. H. GARDNER

Recalls the Daring Exploration Into Arctic Regions In Civil War Days By Lieut. Harris.

The much discovered North Pole, which was the goal sought by the Hayes' Arctic expedition of 1890. In the window of the W. H. Gardner store, at Broad and State streets, is a reminder of that expedition, a hammock of canvas, presented to Mr. Gardner by his cousin, Captain Frank L. Harris, of Jamaica Plain, Boston, Mass. In that hammock the explorer passed many a restless hour in the north regions. Captain Harris was a lieutenant in the United States navy when he joined Dr. Hayes in his search for the Pole. Before taking his Arctic journey he had visited nearly every important seaport of the world. While in the Arctic region, a lighthouse was discovered and named Mount Harris in honor of Captain Harris.

On March 4, 1861, a flag was made and hoisted in honor of Abraham Lincoln who the members of the expedition thought had been elected president of the United States. They were right, but did not know it until Aug. 14, 1861, when the news reached them at Upernivik on their return voyage. Because of lack of material only eighteen stars were placed on the flag, which was a strange coincidence, for at Upernivik they learned that there were only about eighteen states left in the Union. This was the first news that the expedition had heard that a civil war was in progress. Captain Harris was an enthusiastic Odd Fellow and on the flag between the stripes may be seen I. O. O. F., and on the reverse side within the triple link are the initials F. L. H. A picture of the flag is also in the drug store window.

On the return of the searchers for the Pole similar pictures were sent to President Abraham Lincoln and to all the members of his cabinet. Captain Harris then entered the navy again and fought in the Union side in the Civil War. It had been Captain Harris' wish to anticipate Dr. Cook as the planter of the Stars and Stripes at the North Pole, but although he feared in that, he had the honor of being the first man to place that emblem in the city of San Francisco. That was in 1849 when the city was but a trading post.

The Captain is now retired, having reached the age of 86 a few days ago. He is an exceedingly tall man in build, being only about five feet in height. His home is at Jamaica Plain, near Boston, Mass.

SOCIAL AND PERSONAL
Miss Anna Dargan, stenographer for the board of health, returned to the office this morning after a vacation of several days in the Berkshires.

Following an operation performed at the city hospital, the body of Charles E. Meyerholz died last evening at that institution. The deceased was 33 years of age and for years had been the advance agent for the Daniel R. Ryan theatrical companies. He is survived by his wife.

ROCKEFELLER GIVES ADVICE

Oil King Tells Young Men Success is Reward of Energy, Not Luck

ANNIVERSARY OF CAREER

(Special from United Press.)
New York, Sept. 8.—The New York Evening World this afternoon publishes an interview, copyrighted, 1909, by The Press Publishing Company, with John D. Rockefeller, in which the oil king outlines to young men the method by which he thinks they can succeed in life.

Rockefeller's advice is summed up in the following:
"Success is the reward of energy. It is not luck. The man who starts out with the idea of getting rich won't succeed. If you do each day's task successfully, follow the established lines of high class dealing and keep your head clear, you will come out all right. Be sure and look ahead."
"If young men will aim for a large, broad-gauged success, they cannot fail to get on. Do not begin your business career, whether you sell your labor or as an independent producer, with the idea of getting from the world by hook or crook all you can."

Rockefeller has a holiday all of his own. He calls it "Job Day." It is the anniversary of the day he began his career.
"I will be 54 years ago on the 25th of this month that I got my first place," he said. "I had tramped the streets of Cleveland for days and weeks asking merchants if they had not 'some use for a boy?' I had many refusals; I did not give up. Boys should not be discouraged if the job is hard to get."

CITY COURT CASES

Joe Cholera, a painter, employed by the Nell Muirhead company, decided that he would get a work on the New Haven last night on the railroad and for gratifying his whim he was fined \$3 in the city court this morning. He had no money to pay when he was asked to pay. Why he should have done such a foolish thing can not be explained. When Conductor H. H. Desmond asked for his ticket he replied that he had lost it. The conductor wanted cash or said he would let Cholera off at Stratford. Cholera refused to get off at Stratford and was fined \$3 in the city court this morning. He could not explain his actions any further than saying that he did not want to pay his fare.

John Pivish was fined \$5 in the city court this morning, and the peace committed in a fine street yesterday. Smith threw a glass of beer at Pivish after a few hard words had been exchanged. He was arrested by the police and taken to the city court. He was committed to jail for 30 days.

SHOP LIFTER FORFEITED BOND

Disposition of Other Cases In Criminal Common Pleas Court.

Mary Carroll of this city who was fined \$1 and costs and sentenced to 75 days in jail in the City Court for shoplifting goods from Howland's, Kleban & Gelman's, Kline Bros. and S. B. Thing & Co., forfeited a bond of \$50 when her case was called in the Common Pleas Court, criminal side, before Judge James F. Walsh this afternoon. Michael Gasper of this city, charged with breach of the peace and resistance to an officer, was fined \$25 and costs and sentenced to 20 days in jail. In the city court besides the fine and costs he was sentenced to serve 60 days in jail.

John Matej of this city, for breach of the peace and assault was fined \$25 and costs and sentenced to serve 30 days in jail, exactly the same sentence imposed upon him in the City Court. William Slogenhaut of this city had his 16 days in jail and a fine of \$10 and costs for drunkenness and resistance to an officer, reduced to \$15 without cost.

John Fennoy of Norwalk, was committed to 30 days in jail for assault and breach of the peace. In the Norwalk court he was ordered to serve 30 days in jail and pay costs of \$12.26.

STAPLETON LOST \$250
William Stapleton, brother of Walter Stapleton, the mineral water dealer, reported to the police the loss of \$250 which occurred Saturday while he was driving one of his brother's teams. Detective Fox is working on the case.

Indomitable pluck and energy. With possibly two exceptions every man in the Peary party had been in the arctic before. All his crew were hardy mariners of the north, and his expedition was the best equipped that ever headed for the polar sea. The stout little ship that carried him through the ice of Smith's sound is as staunch a craft as ever shaped her course for the pole star.

ROBERTSON LEADS IN AUTO RACE

Lowell, Mass., Sept. 8.—Promptly at 10 o'clock, the first car in the 318 mile road race was sent away at the crack of the pistol, Drach, driving the American, leading and making the first lap on the 16-mile track in 10 minutes, 47 seconds flat. The Buick, driven by Robert Burman, was a close second and the Allen-Kingston, Hughes up, but a second behind. The Buick, driven by Louis Strang was scratched, the car being disabled by being in collision with a telegraph pole on the way up the course.

At 10:30 Strang announced his car had been put in condition and he was given permission to enter. He sent his car under the wire at 10:44, amid a perfect ovation from the grandstands. The leading car had completed 95.4 miles at noon and was on its tenth lap. The order of the first five cars at this time was as follows: Apperson, Simplex, Alco, Isotta and Fiat. The best time made for the 95.4 miles was 97 minutes and 5 seconds.

At the beginning of the tenth lap, the Apperson had a lead of 30 seconds on the Simplex, which was in second place. On this lap, the Simplex had trouble with the tires and the Apperson materially increased its lead. Robertson, in the Simplex, had averaged 23.2-12 miles per hour, up to 12:30 when he lost after 120 minutes, 56 seconds. The other leaders on this lap, the twelfth, were Alco, 133 minutes, 49 seconds; Fiat 135 minutes, 46 seconds; and Isotta, 136 minutes, 2 seconds.

Not an accident of importance has marred the day. Chevrolet, in a Buick and Shaw in a Scodard Dayton, withdrew in the twelfth lap. With half the race over, Robertson led at the end of the fifteenth lap, having covered 140 miles in an hour. His elapsed time was 164 minutes, 51 seconds.

Grant, in the Alco, was second with 171 minutes, 24 seconds. De Paoli, in a Fiat, third with 175 minutes, 45 seconds. Robertson at this point had almost lapped Grant. Poles, in an Isotta, on the backstretch, ran down and slightly injured a bystander. His auto was unaffected and is still in the race.

At the completion of the twentieth lap, Robertson in the Simplex was first with four hours, three minutes and 12 seconds. Fourth was Poles, in Isotta, and Burman in a Buick was third, with Grant driver by nearly three minutes. Third came De Palma in the Fiat, only a few seconds behind. Fourth was Poles, in Isotta, and Burman in a Buick was third, with Grant driver by nearly three minutes. Robertson looks a sure winner.

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WANT AD. CENT A WORD.

HOWLAND'S

Entrances on Main street, Fairfield avenue and Cannon street.

Bridgeport, Conn., Wednesday, Sept. 8, 1909. The Weather—Fair tonight; increasing cloudiness and warmer tomorrow.

School shoes of right sort for service and comfort.



A school shoe needs to be stout and strong. It needs to be of good model and good leather. It must combine wearing ability with comfort-giving shape.

At play-time, shoes get a great test. At work-time, uncomfortable shoes make it doubly hard for little folks to sit still.

We've learned how to choose school shoes in the school of experience. We've been doing it for a good many years. And we think the present collection is as good as any that ever you saw.

Better let it tell its own story. Velour calf bluchers for boys. Have great oak-tanned soles. Why it almost seems as though they would never wear out. \$1.50 and \$2.

Satin calf lace shoes with heavy soles for boys. Solid and full of service and of special goodness for price. \$1 and \$1.50.

"Never-rip" shoes made with heavy uppers so cut that they have but a single seam and that one in a place where it is not going to rip. Fine shoes for boys who seem to delight in "going through" a pair of shoes in no time. \$1.25 and \$1.60.

Vici kid shoes for girls. In button or lace and of a very-trim model. Have stout soles and will wear well. \$1 to \$1.50.

Calfskin blucher shoes for girls. Made with stout soles. Good solid shoes with just enough weight. \$1 to \$1.50.

Goodyear-welted shoes for both big and little girls. Uppers of soft strong leather, soles of nice weight. Made with extra care all through and of special comfort as well as special durability. \$1.35 to \$2.50.

Wear Resisting and other good stockings for school.

Wear Resisting stockings are in every way the best stockings Mother can buy for that boy or girl; if she sets wearing quality above all else. They will withstand wear as no other stockings that we know of. And they are not rough- or harsh-looking stockings either. They do not look heavy and clumsy. They are simply stout stockings made of extra-good yarn and knitted heavily enough so they will stand up.

The store has them made under specifications of its own. Those specifications are such that they insure better stockings than are usually made for boys and girls. Of course, the store pays more for them than for usual stockings to sell at 25 cents. But paying more, means getting more. And what the store gets, is to the buyer's benefit. The extra yarn put into the right places and put into those extra places in the right way; 'tis this that makes Wear Resisting stockings worthy of their name.

All sizes, for boys and girls,—25c.
Nice lisle stockings for girls, fine-ribbed, black white or tan, seamless and with extra spliced heel and toe,—25c.
Good stout ribbed stockings of medium weight, pure black, double knee and extra-spliced heel and toe,—19c.
Heavy black cotton stockings for boys, double knee heel and toe, sizes 6 to 10,—12½c.
Girls' medium-weight stockings, black or tan cotton, double knee,—12½c.

Cannon street aisle, rear.

THE HOWLAND DRY GOODS CO.

Political Regulation of Street Traffic
In Fairfield Avenue

Mayor Lee's Suggestion to Superintendent Birmingham Acted Upon.

Mayor Lee called upon Police Superintendent Birmingham this morning to suggest that policemen be detailed to look after traffic in Fairfield avenue from Main street to Water street. The tearing up of this part of the street there is a congestion of traffic and the police are sorely needed. Mayor Lee said that he had not received any complaints about traffic at this point but he was suggesting to the superintendent as a prevention rather than as a cure. The superintendent stationed men at Middle and Water streets this afternoon.

When asked if he thought the police had the automobile situation in hand the mayor replied that as far as he knew they had for he had not received any complaints since the recent crusade against speeding automobiles.

The Mayor said that automobiles were "certainly tearing up the roads." He heard from New York state in Monroe county and vicinity that the expense necessary to keep the roads in that section repaired owing to the damage done by automobiles, was enormous. He said it costs about \$500 a mile for repairs. "The automobiles," he said, remove the dust from the roads. The dust acts as a binder and consequently when the dust is taken away the road goes to pieces."

CARD CLUE TO DIBBLE MURDER?
A fancy card with a lobster on the face of it and a few lines written with a lead pencil on the reverse side has set the police department guessing. The card was found by a section foreman of a gang working on the railroad in the North End and given by him to Bicycle Policeman O'Neil who turned it over to Superintendent Birmingham. He read it and gave it to Captain Arnold. The writing is as follows: "The Dixon brothers of the North End, the notorious jail birds killed Mrs. Sarah Dibble, of Trumbull, June 12, 1909. Charles Mace, Chestnut Hill, Conn. Peasey Kelly." The card is not weather stained but looks as if it had been in a dry dusty place.